

RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

To foster, develop and maintain Idaho's aviation programs, facilities and services

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WINTER 1997



TWINKLE, TWINKLE LITTLE STAR

As we look into the night stars we are delighted with the elegant twinkle as it enchants us with the possible wonders of space. We need to only look within the State of Idaho to see stars. To be more specific, both **Aerostar** and **SkyStar** are bringing good things to Idaho.

Aerostar, the company that supports the production of the light twin engine aircraft designed by Ted Smith, will be coming to the Coeur d'Alene area. SkyStar is in the process of bringing the kit production of PULSAR, an all-composite kitplane to the Nampa area.

Aviation has a very rich heritage in Idaho, and continues to play a vital roll. Did you know Idaho is the birth place of United Airlines? How exciting to live in a state where aviation continues to be a major dominant factor in our life-style. We can be proud to be part of such a great state where people continue to look at the stars for not only their economic impact, but for their aesthetic value as well.

A FLIGHT INSTRUCTOR REFRESHER CLINIC WILL BE HELD ON SATURDAY AND SUNDAY, FEBRUARY 22-23, 1997 IN BOISE, IDAHO. FOR INFORMATION SEE THE REGISTRATION FORM ENCLOSED.

A FLURRY OF ACTIVITY AT JOHNSON CREEK

By Mark Young, Airport Maintenance Manager

New Telephone System - The Midvale Telephone Company is in the process of installing telephone service to Yellow Pine. The Division has requested one phone line for the caretaker's quarters and one for a public phone in the area of the shower building. The caretaker's telephone number will be unlisted. The public phone will no doubt be of the credit card/collect type, with no incoming calls permitted.

Fishing Licenses and Tackle - Visitors are reminded that neither fishing licenses nor tackle is available at the airport or in Yellow Pine. Those wishing to try their luck in local waters must purchase these items in McCall or elsewhere prior to arrival. You can purchase a fishing license by phone, 1-800-554-8685. The Fish and Game Department suggests you do this a month before your trip.

Irrigation System - Remember the last time you flew into Johnson Creek and nearly took out the sprinkler line lying on the runway? Maybe the caretakers were changing pipe and you were concerned for their safety. Well, the Division is in the process of changing all that. As early in the spring as possible, Aeronautics will begin installing an underground sprinkler system. A mainline will be installed off the west side of the strip running the length of the runway. Lateral lines will then be dug across the runway from west to east every 50 feet.

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ADMINISTRATOR'S COLUMN

By Bart Welsh

Anyone in the aviation community that spends time in Idaho quickly recognizes that this is a beautiful and unique place. Those of us that have had the opportunity to travel around the country and have flown in many different states, marvel at what a wonderful place we have to fly that's just in our back yard. We are also unique in that we have a commitment, not only from the aviation community, but from the larger population of the state that recognizes the value of airplanes and air travel. Many of our areas are in such geographic positions that travel to them by means other than air would make them virtually inaccessible.

Even as strong as our support is for aviation in this state, it is still vitally important for us always to be vigilant. The Division of Aeronautics is the state agency charged with the legal commitment to support aviation, flying activities, and pilots throughout the state. The Division does this in a variety of ways and is considered to be one of the most effective state Aeronautics organizations in the country. Even with our small population we are able to do things that others find very difficult to accomplish. It may be that our small population is one of our greatest strengths in that we can be on a first name basis with state officials in position to make important decisions.

Specifically, the Division has a number of ongoing activities that provide support to our flying community. First, of course, is our aviation promotion and educational activities. The Division is committed to ongoing seminars, workshops, training programs, and clinics throughout the state, throughout the year. Some of these are sponsored specifically by the Division. Some are jointly sponsored by other agencies such as the FAA and some are promoted by us through other organizations such as AOPA, EAA, and the 99s, etc.

In addition to the in-state activities we also have an outreach program that promotes aviation and flying in Idaho throughout the nation. We do this through a number of means, including attending meetings, seminars, and fly-ins as far away as Oshkosh to promote the uniqueness of our state. There is a considerable financial advantage when out of state travelers come to Idaho, and pilots and aircraft are no exceptions. The bottom line is that the people who travel here by air, provide direct financial resources, and a broad base of support for our flying activities.

The Division is also the agency that disburses state funds for the improvements of airports. During this last year we authorized state grants that totaled over one million dollars towards airport planning and development. Because much of this is matching federal funds the total amount generated by these grants represents \$11.5 million in improvements. This kind of money makes a considerable difference for the airports in a state our size. These funds are used for everything from re-paving of runways to taxiways, additional lighting systems, fencing, and general improvements.

We also have thirty airports that the state operates for which we have one hundred percent of the maintenance responsibility. There are three people in the Division that conduct these maintenance projects in addition to those that we might contract out. There are also, however, a large group of unsung heroes that assist in this area through the Adopt-an-Airport Program or just by general volunteering to do airport maintenance.

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IDAHO TRANSPORTATION DEPARTMENT

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Editor of the *Rudder Flutter*, *TIM PETERSON*

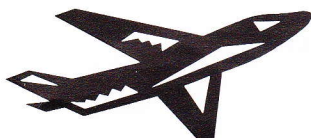
ADMINISTRATOR'S COLUMN CONTINUED

This includes not only airports in the wilderness and primitive areas but also airports that are simply in need of repair. There are people willing to put forth the time and energy necessary to maintain them.

There are at the present time thirteen different groups and individuals who have agreed to take on the responsibility of maintaining the airports. Next time you fly to almost any of the airports throughout the state you may have landed somewhere where a volunteer gave some time to make it the nice facility it is today. If you would like to be a part of this ongoing effort you can find out what is available and what needs to be done by contacting the Division of Aeronautics, the Idaho Aviation Association, the Experimental Aircraft Association, the Civil Air Patrol, and the 99s or virtually any of the aviation groups throughout the state.

The Division also has the responsibility to conduct safety inspections on all of the airports. This includes surveying to make sure the runways and slopes and all clearances are proper. Airports are inspected regularly, primarily for safety but also for any other restrictions or obstructions that might be noted. When the obstructions are such that they can not be moved, they are noted on charts. In some cases NOTAMs are put out on a temporary situation or marked, if that is appropriate.

Much of this work is the kind of thing that goes on behind the scenes in the aviation community. It is, however, this work that keeps Idaho one of the premier flying places in the country. We are proud to be part of it and proud to have a Division that is supported by a group of very talented and hardworking individuals. Idaho has a commitment to aviation and a commitment to support and expand throughout the state to serve the citizens and visitors of the aviation community.



SIGN IN-REGISTER AT BACKCOUNTRY AIRSTRIPS

By Mark Young, Airport Maintenance Manager

A number of state airports have visitor registration forms, wherein the Division asks pilots to sign-in, letting us know that you visited the airport. These forms have typically asked for the tail number and type of aircraft, name, address and any significant comments.

Acceptance of the registration form would appear questionable at times, as we are aware that many more people have visited some airports than names appearing on the register. The purpose of this document is not to track specific people, nor to attempt to find out just "who" visits these facilities, but rather to determine levels of use each airport receives. With that information, we can then help justify future expansion and/or improvements.

During the 1997 season, maintenance personnel will be changing the current form with one that simply asks for the date, type of aircraft, home base, number of people in the party, whether you are camping or not, and if this is your first visit. Information being deleted is tail number and name and address.

We encourage all visitors to sign in, as it provides us with information vital to the continued growth of the state aeronautics program.

AND OF INTEREST...

We have purchased an aerator that fits onto the three-point hitch of a tractor. Last fall, we spent time aerating airports in hopes of realizing improvements in turf health and growth. Another new purchase has been a broadcast seeder which will be used to over-seed some airports. It is anticipated that each year a few airports will be re-seeded, eliminating the spotty conditions found in various locations. We are also finding that rough surfaces are improved following aeration.

STALL, SPIN, AND THE CONDITIONED REFLEX

By Rod Machado

A few things concern me. For instance, I live in San Clemente, California, a few miles from a nuclear reactor. The plutonium doesn't concern me as much as the farmer across the street. He has 20 head of cattle, but only 13 cows. That concerns me. Equally as disconcerting is the rationale used by some to explain why pilots stall and spin airplanes.

I received a comment from a concerned aviator suggesting that stall/spin accidents result from the pitch/power technique pilots use to control their airplanes (in prior articles). He said pilots are less likely to stall and spin if taught to use the elevator as an airspeed control. This supposedly trains pilots to resist the urge to stretch their glide by use of the elevator control. I only wish an inoculation against stalling and spinning were that simple.

Based on this pilot's premise, glider pilots should have an exceptionally low stall/spin accident rate. After all, they spend all their time controlling airspeed with the elevator don't they? Shouldn't this reinforce the basic skill that minimizes stall/spin susceptibility? It would seem so. Statistics, however, show something different.

According to the Soaring Safety Foundation, glider stall/spin accident rates are the leading cause of fatalities. In fact, stall/spin accidents as a percentage of total accidents is actually higher for gliders than it is for airplanes (11.1 percent vs. 8 percent).

Unfortunately, a direct statistical comparison between glider and airplane accidents is not reasonable. After all, the operational demands on gliders and airplanes are somewhat different. Nevertheless, it's intuitively obvious that training in the use of elevators as an airspeed control does not immunize glider pilots against stalling and spinning. The pitch/power technique you use unlikely has any effect on whether you acciden-

tally stall or spin an airplane. I believe a far more pernicious event is responsible. Psychologists call it a "conditioned reflex."

Pilots receive a tremendous amount of reinforcement in using the elevator as a flight path control. If you think about it, this reinforcement occurs hundreds of times on every flight. At the slightest change in altitude, we return to the desired value by a slight push or pull on the elevator. Every turn requires a slight pull on the elevator to maintain altitude (and we make hundreds of turns on every flight). We pull back on the elevator to meet the ground at an acceptable angle during the landing flare. The list goes on and on and on.

Pilots need to develop a powerful countermeasure to this habit

Numerically, the reinforcement of the elevator as a flight path control far exceeds its reinforcement as an airspeed control. Is it any wonder this conditioned reflex causes pilots to stall and spin as they habitually pull on the elevator to raise the nose or stretch the glide? What's a pilot to do?

First, combating this type of reinforcement starts with recognizing that it exists. Once it is recognized, wary pilots avoid putting themselves in situations where they may be victimized by this reflex. In other words, they avoid buzzing and swooping.

Second, pilots need to develop a powerful countermeasure to this habit. Stall recognition and awareness is one answer. I doubt that most pilots spend more than two hours total of actual stall training before they get their pilot certificates. (Most stall practice is spent on clearing the area, setting up the stall, and returning to altitude.) How can we possibly expect to counteract this conditioned reflex with such a limited amount of training?

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STALL, SPIN, AND THE CONDITIONED REFLEX CONTINUED FROM PAGE 4

It's reasonable to conclude that stall/spin avoidance seems independent of the pitch/power technique pilots are taught. Behavioral conditioning appears to be a major culprit. In an emergency, pilots may reflexively pull on the elevator to stretch the glide path (and possibly stall the airplane). This must be counteracted.

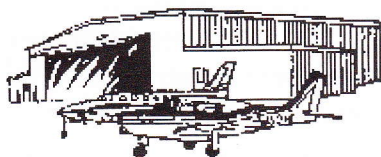
In the movie *The Untouchables*, Sean Connery confronts a lone, knife-wielding attacker after the exchange of much gunplay. At the apparent mismatch of weaponry, Conner states, "It's just like one of you guys to bring a knife to a gunfight." Flying without a deep awareness of stall/spin territory is like showing up unprepared for safe flight. It's a tremendous mismatch. Stall training is the key. Make sure you get your fair share of it.

Reprinted with permission from *Fight Training Magazine* and Rod Machado

MORE GENERAL AVIATION HANGARS FOR BOISE

By Bart Welsh, Administrator

At the 5th Annual Idaho Aviation Conference, Boise Airport Manager John Anderson told of plans to build more hangars for general aviation aircraft. In discussing this with him, it is obvious that this is a high priority for him. At this time the airport is looking at several major building projects besides the additional hangars. He believes that by spring there should be a definite date set for construction. John wants to build enough hangars to clear up the waiting list and have additional hangars available for future expansion.



GOOD TIMES

On November 16th the Division of Aeronautics held the Fifth Annual Aviation Conference at the Owyhee Plaza Hotel in downtown Boise. Jimmy Weldon's opening ceremonies made one swell up inside and made you proud of the American flag and the freedom we enjoy, including flying in this country. A reprint of "The Flag" is included in this publication. The world premier of the video, "*MOUNTAIN FLYING WITH DICK WILLIAMS*" was enjoyed by all present.

The day was filled with very informative presentations. A big thanks goes out to Gene Nora Jessen for the 99s Air Race Classic, Gary Brennan for Vertical Blast, Art Lazzarini for Aerodynamics, John Anderson for Boise Gold a.k.a. Boise Airport, John Goostrey for pointing out it would not be prudent to have a runway incursion with him, and Chuck Knipple for Nuts-Bolts-ADs. The Idaho Aviation Hall of Fame got off to an enthusiastic start for the 1997 year at its luncheon.

The evening brought an opportunity to recognize many of Idaho's safe pilots. The highlight of the day was the banquet where Jimmy dazzled the audience with his ability to memorize the first name of most of the attendees whom Jimmy had only met that day. His delightful performance with his puppet Webster Webfoot brought laughter of the infectious kind. A big thanks goes out to Bart Welsh for bringing Jimmy to Idaho.

AIR RACE CLASSIC

The Air Race Classic is scheduled for June 24-27, 1997. The route is as follows: Boise, ID (starting point) - Evanston, WY - Newcastle, WY - Jamestown, ND - Duluth, MN - Sault Ste. Marie, MI - Elkhart, IN - Wheeling, WV - Knoxville, TN (finish line). This national event began in 1929. Each year a different route is established. Boise is the lucky city to host this prestigious event for 1997. For further information, please call Mary Christofferson at (208) 342-0514.

U.S. FOREST SERVICE AIRPORTS IN IDAHO

By Larry Hippler

Currently, the Forest Service operates 22 airports in Idaho. Most of them have been around longer than our current crop of pilots can remember.

I have two Forest Service "airport directories" in my office. One of them is for Region Four, South of the Salmon River, and the other for Region One, North of the Salmon River.

The directory for Region Four is an extremely interesting publication. The title is "Landing Strips in Central Idaho". It was published in 1946, making it fifty years old this year. The directory consists of an introductory cover letter written by the Regional Forester, a table listing the statistical data for 16 Forest Service and 9 private airports, an airport location map, and layout plates for 13 airports. The layout plates are very well done, consisting of engineering style line drawings and lettering. The plates show runway dimensions, facility locations, ground contours, obstructions, and recommended operating procedures.

Four Forest Service airports (Big Springs, Cape Horn, Elk Meadows, and Hoodoo) listed in the directory have been abandoned or closed. Two airports (Bruce Meadows and Big Creek) are now operated by the State of Idaho under Special Use Permits. Four airports (Cabin Creek, Graham, Idaho City, and Weatherby) have been added to the list of Forest Service airports since the directory was published.

Of the nine private use airports on the list; two of them (Falconberry and Yellow Pine) have been abandoned or closed. One airport (Fox Farm, now known as Johnson Creek) is currently operated by the State of Idaho.

The directory for Region One consists of 5" x 7" black and white photographs printed on heavy

card stock. There is no statistical data or publication date presented. However, I believe the directory was published in the late 1940's or early 1950's. For each airport there are overhead photos taken from an aircraft and ground photos taken from the ends and sides of the airport. The photos are simply labeled with the airport name and elevation.

Of the seven Idaho airports listed, one, Horse Heaven has been closed. Magee has been taken over by the State of Idaho under a Special Use Permit. Orogrande, Priest Lake, and Wilson Bar have been acquired by the Forest Service since the directory was published.

Interestingly enough, the majority of the Forest Service airports have not changed over the last fifty years. Their dimensions and associated facilities remain the same.

Looking ahead, I intend to research some individual Forest Service airports and feature them in upcoming editions of the *Rudder Flutter*.

JOHNSON CREEK CONTINUED FROM PAGE 1

In all probability, the airport will have to be closed while the laterals are being plowed in, however, if not completed by Memorial Day, work will be discontinued until after Labor Day. Every effort will be made to limit the inconveniences any closures may create. Individuals interested in volunteering time or equipment to help on the project may contact Mark Young at (208) 334-8893.

SMILEY CREEK

The vehicle bridge at Smiley Creek received a new deck in October. The existing stringers will last another 5-10 years, although weight restrictions have been put on the structure to ensure its longevity. We encourage visitors with RVs to be aware of the gross weight of their vehicle and observe the weight restriction signs. Should your vehicle exceed the posted weights, please park on the west side of the river and walk to the airport.

NEW RATINGS

PRIVATE

Steven Alford*

Instructor: Gerald Green

Bruce Altig*

Instructor: Jim Hayden

Tim Damon*

Instructor: Mike Perata

Kirk Davidson*

Instructor: Eric Thomas

Brian Deno*

Instructor: Gerry Green

Brian Duncan*

Instructor: Eric Thomas

Gary Hanson*

Instructor: Amy Hoover

Alvin Hendrickson*

Instructor: James Lindsey

Nikki Hibert*

Instructor: Jeff Hanka

Don Hubbard*

Instructor: Jim Meldrum

Michihisa Kitano

Instructor: Pocatello AvCenter/Nelson

James Larsen*

Instructor: James R. Hayden

Michael Morrison*

Instructor: Leroy Nelson

Geoff Schneider

Instructor: Pocatello AvCenter/Nelson

Melvin Stonebrink*

Instructor: Joe Spence

Jered Van Engen*

Instructor: Eric Thomas

Brad Waughtal

Instructor: Pocatello AvCenter/Nelson

Richard Wawock*

Instructor: Leroy Nelson

INSTRUMENT

William Baxter*

Instructor: Eric Thomas

Tyler Lyon*

Instructor: Greg Herbert

Donald Martin*

Instructor: Greg Herbert

Carl Nicolaysen*

Instructor: Greg Herbert

COMMERCIAL

Hugh Gilpatric

Instructor: Pocatello AvCenter/Robbins

Vern Metzger*

Instructor: James Lindsey

MULTI-ENGINE

Ted Howard*

Instructor: Bruce Winn

Vern Metzger*

Instructor: James Lindsey

Lyle Senfield*

Instructor: Bruce Winn

CFI

Tommy Ballard*

Instructor: Bill Hinkle

Ed McConell*

Instructor: Jim Hayden

Bert Womack*

Instructor: Lawrence Davis

CFI MULTI-ENGINE

Greg Herbert*

Instructor: Leroy Nelson

*FAA Examiner - Thoville Smith

Congratulations to everyone and welcome to the aviation family! If you are an instructor or a FAA Examiner please send in your student's names and ratings and we will be happy to let the rest of Idaho know about their accomplishments.

Idaho aviators are doing great things nationally too. Watch for the spring issue of the *Rudder Flutter* to find out the exciting news.

AVIATION FUEL AT RISK

At issue is the U.S. Environmental Protection Agency's insistence on elimination of the pollution emissions in the Great lakes Region from 100LL (low lead) aviation gasoline. The Great Lakes Water Quality Agreement between the United States and Canada seeks to replace lead in aviation fuel by 2005. The EPA has suggested that general aviation "must take their punishment" for contributing to pollution. "Penalizing general aviation, which accounts for less than 0.3% of the total gasoline consumed in the region, is absurd considering the tremendous benefit it provides to countless communities and businesses," insisted James Coyne President of the National Air Transportation Association. "This insignificant contribution in no way justifies the ravaging of the entire general aviation fleet!" Numerous EPA studies have indicated that no suitable replacement fuel is available for aviation engines. Even if a new unleaded fuel were available, with aircraft manufacturers producing less than 1,000 new units a year that use 100LL, it is simply unfathomable that the fleet replacement could be achieved. This provision would ruin general aviation. The National Air Transportation strongly encourages all parties with a vested interest in general aviation to contact Elizabeth LaPlante at the U.S. EPA, Great Lakes National Program Office, Mail Code G-9J, 77 West Jackson Blvd., Chicago, IL 60604; and urge the EPA to not include aviation fuel in this treaty.

Coeur D' Alene

The airspace has changed from Class D to Class E. In Class D airspace a tower usually handles all special VFR traffic. Under Class E the airspace could be under control of an approach control facility and or a Flight Service Station. When the space is not Class E it might change to Class G. Class E is still controlled airspace. Class G is uncontrolled airspace. So when the Class E is active you will need a special VFR to use that airspace when weather is below basic VFR. See your current Airport/Facility Directory and NOTAMS for the time of activation of Class D, E and G airspace.

THE FEDS ARE MOVING

Come mid-January the move for the Boise FSDO should be complete and you will find our Federal aviation friends at their new location: 3295 Elder Street, Suite 350, Boise, ID 83705.

The following are the new phone extension numbers:

OFFICE PHONE NUMBERS:

1-(800) 453-0001

1-(208) 334-1238

**Note:* To expedite your call, you do not need to listen to the entire greeting. You can enter the extension at the beginning.

MANAGERS:

-Bill Matson, Manager	240
-John Walker, Asst. Mgr.	241

OPERATIONS:

-John Black	224
-Thelma Bullinger	237
-Bob Rountree	226
-Chet Waite	231
-Nick Weber	223

AIRWORTHINESS:

-Rick Domingo	242
-Russ Graves	229
-Jerry McClellin	238

AVIONICS:

-Mike Misnick	239
-Mike Zada	233

ADMINISTRATION:

-Leah Tabbert, Adm. Officer	228
-Heather Pate, Auto. & ASA	221 or 0
-Joyce Sundquist, Comp. Spec.	222

GEOGRAPHIC & SAFETY:

-John Goostrey	225
-Chuck Knipple	236
-Leon Lindsay	243

THE NEW 1997 IDAHO SAFE PILOT PROGRAM

In order to enhance and encourage participation in the safe pilot program, the following criteria will be used from January 1, 1997 forward, but, we will still use the old point system for 1996. Please take note and have fun gaining these requirements to earn your **1997 IDAHO SAFE PILOT AWARD**. You will need to meet all requirements to qualify:

- A. You will need at least 25 flight hours as pilot in command in 1997.
- B. You will need at least four hours at an approved aviation safety event (like FAA Wings Program, Division sponsored programs, mountain flying course, flight instructor refresher course, etc.)
- C. You will need at least three hours of flight time with a certified flight instructor.
- D. You must be accident free from pilot error and violations free for the year of application.

All milestones of 500 and 750 hours will still receive an Idaho Aeronautics' Certificate and 1,000, 2,000, 5,000 and 10,000 hours will receive the Governor's certificate.

In order to receive the **IDAHO SAFE EAGLE AWARD** you must be a Certified Flight Instructor for more than two years, have given at least three BFRs, and 15 hours of dual instruction in the last year.

The application form for the 1996 Idaho Safe Pilot Program, under the old rules, is included in this newsletter. Applications are due back to the Division of Aeronautics by **March 15, 1997**. If you have any questions you may call (208) 334-8776.

Flight instructors - don't forget to remind your students to participate!



Alright!

INDIANA JONES RECEIVES PRIVATE LICENSE

Harrison Ford, of Indiana Jones fame, received his private pilot license on September 19, 1996, from pilot examiner Max G. Gibson of Blackfoot, Idaho. Mr. Gibson said that Harrison is one of the nicest men he has ever met.

Good luck and best wishes to Mr. Harrison Ford. Enjoy your flying!

AVIATION ART CONTEST UNDERWAY

It is time for the 1997 International Aviation Art Contest! This year's theme: Design your own aviation/space-themed postage stamp for the imaginary country, Aeromania. This contest is open to children from six to seventeen years of age. The entry deadline is February 21, 1997.

Brochures are now available at the Division office. We would be happy to mail one to you, just call us at (208) 334-8776. State winners will go on to the national competition to be held in Washington, D.C. in April and compete for great prizes!

ACE ACADEMY HELD IN BOISE, IDAHO

An Aviation Career Education ("ACE") Academy, was held in Boise on August 12-14, 1996. Fourteen young men and women aged 14-18 participated in the educational event put on by the Idaho Transportation Department, Division of Aeronautics, with help from local individuals, businesses, universities, and groups.

The students came from all over the State of Idaho with local aviation residents volunteering to host participants in their homes.

If you are interested in helping young men and women get excited about aviation careers, the ACE Academy is an excellent way to get them started!

The first day's activities included a tour of the **Boise Airport FAA Control Tower**, the **Automated Flight Service Station**, and the **airport terminal**. This was followed by a barbecue lunch sponsored by the terminal restaurant "**Reflections**" and barbecued by the **Airport Manager, John Anderson**. Following lunch, speaker **Dawn Ezell, Admission Counselor** from **Embry Riddle Aeronautical University**, gave well delivered information regarding aviation careers and educational requirements.

The second day included a tour of helicopter and airplane facilities at the **Idaho Air National Guard**. Students had a chance to meet with recruiters, and Air Guard fighter and helicopter pilots. Lunch was served at the Officer's Club. The afternoon contained a mini "ground school" by **Bruce Winn** from **BobKat Aviation**. Students learned about aerodynamics, aviation weather, and navigation and chart reading. Students were given a chart and a plotter to keep, and they plotted the next day's familiarization flight course.

Day three, students arrived early, eagerly anticipating a flight in a "real" airplane! Breakfast was sponsored by the **Idaho Ninety Nines** at Aeronautics while local volunteer pilots (including PWA member **Gene Nora Jessen**) taxied and staged their aircraft for the flights. Soon all fourteen students were matched up with a pilot (seven airplanes) and the pre-flights began. Planes departed for Idaho City, which included a stop and a chance to let the students switch seats so all students had a chance to fly.

The planes took off for the Nampa Airport, home of airplane manufacturer **SkyStar**. The group toured the facility where the Kitfox airplane is manufactured. A quick box lunch, and back to the Division of Aeronautics for an afternoon including a panel of speakers from different aviation career fields. These included an airline pilot (**Patty Mitchell**), a corporate pilot, an air taxi/mountain pilot, an A & P mechanic, an air traffic controller, an airport manager, a flight service station specialist, and a pilot for the National Interagency Fire Center.

The event was wrapped up with a picnic at Julia Davis Park sponsored by the **Idaho Aviation Association**. As an activity, students were placed in groups and given a compass to follow an "orienteeing" course that was set up earlier by volunteer **Bill Colson**. Precise navigating led them through the course to prizes. To conclude, students were given certificates of completion, and an "ACE" hat.

Great fun was had by all that participated in the event. The students were inspired and received valuable information and resources to help lead them into a career in the aviation field. If you are interested in helping young men and women get excited about aviation careers, the ACE Academy is an excellent way to get them started! For more information you can contact Tim Peterson, Aviation Education/Safety Coordinator at the Idaho Division of Aeronautics, (208) 334-8780 or 1-(800)-468-5865.

THE FLAG

I am the flag of the United States of America. I was conceived in the dreams of liberty and in the hopes of freedom. I was designed by the hands of Betsy Ross and her sewing basket was my cradle. Though I was never an orphan, I was adopted by the Continental Congress in 1777 and proclaimed the National emblem of a Nation newly born on this continent, fighting valiantly for survival and destined to bring to all mankind a new concept in life, liberty and the pursuit of happiness.

I rode with Ethan Allen and the Green Mountain Boys at the Battle of Fort Bennington. I was flown above the decks of Old Ironsides and the masts of the "Yankee" clippers. I blazed the trail with Daniel Boone and Davey Crockett. I led the settlers coming west and crossed Death Valley in a covered wagon.

Once I fell to the ground at Custer's last stand at the Little Big Horn, and there were no living hands left to pick me up.

I galloped up the slopes of San Juan Hill with Colonel Teddy Roosevelt and the Rough Riders of the United States Cavalry.

I was carried through the Halls of Montezuma ... to the shores of Tripoli by the United States Marine Corps.

I stayed with the boys until it was over, over there. On the battle fields of the Marne, Chateau — Tierry, St. Michiel and the Argonne Forest, I saw many of the youth and manhood of our Nation fall and lie still in death... They had given their last full measure of blood. The war was over for them forever but I kept my lonely vigil over their graves and stayed to watch the poppies grow amid the crosses, row on row, in Flanders Field.

I was raised by six brave Marines and sailors during the "Hell" of Iwo Jima in the final hours of World War II.

I've not changed much in 219 years. I still have my original thirteen stripes, but as each state came into the Union, a new star was proudly added to the constellation of my blue field. It started with thirteen and now there are fifty.

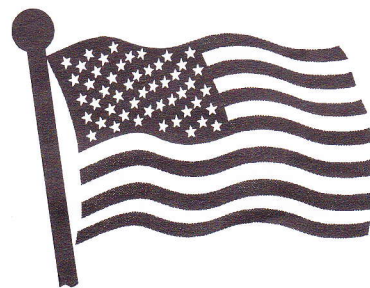
I have draped the caskets of our Nation's heroes and have borne to their last resting place the bodies of Presidents, Generals, Admirals, humble Privates and the Unknown Soldier.

Wherever free men gather—— wherever there is justice, equality, faith, hope, charity, truth and brotherly love —— there, too, am I.

When you stand with your hand over your heart and recite the Pledge of Allegiance to me, don't merely mouth the words, but think of what they mean to you ... *and mean what you say!*

When you come to the phrase "one Nation under God," remember that it matters not what your religious belief, it only matters that you hold your faith dear ——that you practice it daily ... and that you preserve it forever.

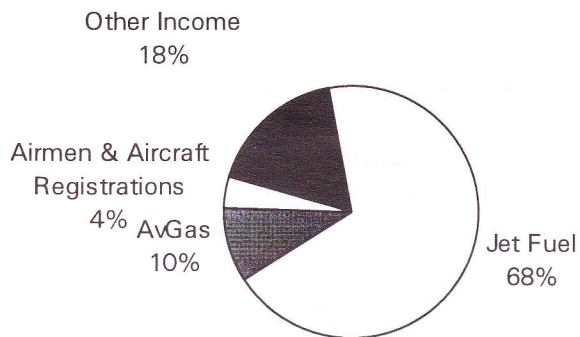
History will never write my obituary ... for I am the "STARS AND STRIPES FOREVER." I am Old Glory. I am your flag. I ... am ... YOU!



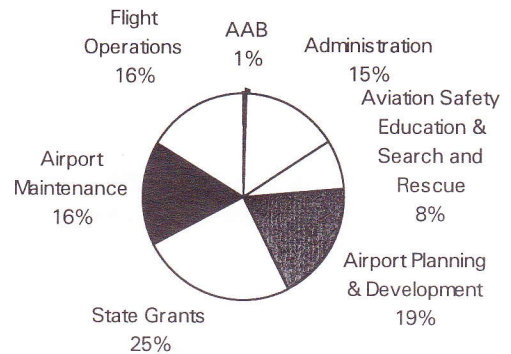
*May all your soft
landings be intentional
and may you have a
prosperous 1997!*

REVENUES AND EXPENDITURES FOR FISCAL YEAR 1996

FY96 Revenues
\$1,766,134



FY96 Expenditures
\$1,608,515



TIM'S PLANE FACTS

Stop to think about a run-up on an iced taxiway, especially if it has just been plowed. Small ice pellets could hit the prop as hard as a rock. Last year one pilot came to a stop and put his head inside the airplane for the run-up and ran off the runway into the muck. Do not follow a jet too closely or you will get an ice pelting. A few new test pilots are born each winter when they land on non-plowed snow covered runways. Please check NOTAMS for runway conditions. And never, ever hand prop an aircraft in an icy environment, as the Chinese say, "CHOP, CHOP".

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(ADDRESS CORRECTION REQUESTED)

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